

British Columbia Mining Critic.

"I am Nothing, if Not Critical."—Shakespeare.

British Columbia Mining Critic.

ISSUED WEEKLY.

Devoted to the interests of Mining and the Protection of Investors.

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Letters from practical men on topics connected with mining, mining machinery, mining laws, and matters relating to the mineralogical development of Canada, are always welcome.

Manufacturers and Dealers in appliances used in and about mines are invited to send illustrations and descriptions of new articles.

Views and descriptions of mines and mining locations solicited.

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FRANK S. TAGGART, Business and Editorial Offices :
Managing Editor, 319 Cambie St., Vancouver, B.C., P. O. Box 125.

AFTER A SUBSIDY.

The reorganised syndicate which owns the Vancouver, Victoria and Eastern Railroad and Navigation Company's charter rights, is, with the aid of municipal and other delegations, whose expenses are to be paid by the company, about to ask the Provincial Government to grant by order in Council a subsidy of \$4000 a mile, in order to aid the construction of a line between the Coast and Boundary Creek as part, of course, of the Coast-Kootenay project. It seems to be intimated now, that if this subsidy be granted, preliminary work in connection with the railroad's construction will begin at once. There is, however, much vagueness about this "preliminary work," which may mean very much, and on the other hand may just as easily mean very little. And it would be quite as well in this connection for those behind the project to explain how it happens, if work in earnest would really begin on the line in question upon the grant of a provincial subsidy, that it was recently strongly hinted by Messrs. Mann & Mackenzie, the Eastern capitalists, who now own controlling interests in the undertaking that the work of railroad construction could not be begun, until not only a Provincial but also a substantial Dominion subsidy had been obtain-

ed. It is clear also that unless, as some think likely, the C. P. R. makes arrangements to take over on terms the Vancouver, Victoria and Eastern charter rights, that great company will use its utmost endeavor to prevent the grant of the proposed Provincial subsidy, and everybody knows how large is the influence and how formidable therefore the opposition of the C. P. R. to any project that requires either parliamentary or governmental sanction, either in Western or Eastern Canada. Under these circumstances — unless the C. P. R. happens to be favorable—it would not seem that the prospects of the deputations are very rosy, and if the C. P. R. does happen to be either favorable or neutral, why then there is clearly nothing in the suggestion that the proposed Coast-Kootenay line will afford a service that will compete with that of the C. P. R., as now proposed to be extended between Penticton, Boundary and Robson. More light is evidently wanted on the subject, and as previously hinted, it should be made clear that a Provincial subsidy will really cause the early construction of a Coast-Kootenay railroad and not merely add another valuable privilege capable of bargain and sale.

CURIOUS MISCALCULATION.

Mr. Philip Fewster, of this city, often rushes into print as a critic of matters public, and there-
anent is fond of quoting figures, which usually call for correction and recorection, oftentimes even at his own hand. He has only recently, through the columns of the World, afforded a curious instance in point of this habit of his. Thus in arguing with more length than force against Vancouver's proposed stock taking in the suggested smelter and refinery on Burrard Inlet, Mr. Fewster adds to the \$65,000 thus payable to the company, interest at 4 per cent. on the money which the city would borrow for the purpose, and therefore increases the sum of \$65,000, which the company is to receive, by forty years' interest upon it at 4 per cent., amounting to \$104,000, and thus making the total of the grant \$169,000.